DOWN COMES

Big Victory for the Commercial Club in Fight for the People.

BACK TO THE OLD SCHEDULE

Utah Fuel Co. and D. & R. G. Split on the Reduction Of 50 Cents.

reginning Tomorrow Consumers of Coal Throughout State Will Pay Rate Prevailing Prior to Nov. 1.

The price of coal has been reduced The price of coal manners of coal in this city and in all sections of the state where the price was increased Nov. 1, will pay the old price, \$5.75 per for all lump and nut coal con-

The good news was heralded forth from the offices of the legal depart-ment of the Denver & Rio Grande railfrom the Offices of the Real department of the Denver & Rio Grande rallroad in this city this morning, contemporaneously with the announcement
that a copy of the answer of the D. &
R. G. and the Utah Fuel company to
the communication of the secretary
of state demanding that these companies withdraw from an alleged combine for the control of coal prices in
this state, had been filed in the office
of Secy. Tingey. And while the answers
of both the railroad company and the
Fuel company deny that any combination exists, as far as they are concerned, or that they are members of
any combination whatever for the control of coal prices, yet the conditions
existing together with the general demand by the people for a reduction, acexisting together with the general de-mand by the people for a reduction, ac-cording to the officials of the two com-panies, induced them to recommend a reduction which would place coal on the basis of the old price to the con-sumer, prior to the increase of 50 cents per ton in effect Nov. 1.

CLUB RESPONSIBLE.

That a great deal of credit for the esult achieved is due to the efforts of the Salt Lake City Commercial club will hardly be denied. This body has had committees actively at work in an unostentatious manner, gathering facts and figures for presentation to the rail-road and the fuel companies in regard to the situation existing. That their efforts have been successful is shown by the fact that the reduction has been ordered, although the grounds alleged before the secretary of state that a mbination existed among producers, distributors may not

The one great and all-important fact that the reduction has been made pro-jects itself above all discussion in the natter, and that is the real item of interest to the coal consumer in this

TWO ITEMS.

The reduction consists of two items, a decrease of 35 cents per ton by the Utah Fuel company at the mines, and a reduction of 15 cents per ton in the freight rates between the mines and points between Provo and Ogden. The points between Provo and Ogden. The price of lump and nut coal, beginning tomorrow, at the mines is 35 cents less than since Nov. 1. The price of slack roal has been reduced 5 cents a ton at the mine, or from \$1.30 to \$1.25, according to the contract of the same of the contract of the price of the contract of the con rding to a statement made by A. H vice president of the Utah Fuel company. CONFERENCE IN DENVER.

Ever since the increased price went into effect a reduction in the price has into effect a reduction in the price has been agitated. Last week a conference of railroad officials and officials of the Utah Fuel company was held at Denver. Attending the conference were H. W. Clarke, vice president and general manager of the Denver & Rio- Grande Railroad company; A. S. Hughes, traffic manager, Feed Wilde. In general freight agent Fred Wilde, Jr., general freight agent and S. V. Derrah, assistant general freight agent of the railroad in Salt Lake City, representing the traffic opartment; for the legal department, F. Vaile, general counsel; E. N. Clark, general attorney and E. M. Allison of Salt Lake, of counsel for the road in Utah, were in attendance. For the Fuel company, besides the Colorado officials, A. H. Cowie, vice president of the com-pany with headquarters in Salt Lake company in Utah, were present. conference lasted two days, and on Saturday the decision to make the reduc-tion was made. Upon apprising the president of the Denver & Rio Grande

ceived, concurring in the action taken S. V. DERRAH TALKS

In speaking of the reduction this morning, S. V. Derrah, assistant general freight agent of the D. &. R. G., said: "The reduction will be effected at all points between Provo and Ogden, in luding Tintic district. Bingham and Park City, Provo already having a rate of 25 cents less than the Salt Lake market, on account of its proximity to the mines, the reduction will be only le cents per ton, and to points south Provo and west of Thistle, which on the Thistle and Provo rates. T being prepared, effective Dec tablishing the rates as indicated

E. T. Jeffery, of the action decided upon, a wire from Mr. Jeffery was re-

MR. COWIE'S STATEMENT.

A. H. Cowie, vice president of the Utah Fuel company, concerning the action of the company in making the reduction of 35 cents per ton at the mines, said:

"The Utah Fuel company, in determines to

"The Utah Fuel company, in determining to reduce its mine prices on certain grades of coal was prompted by the general public appeal for such reduction. The fact has been recognized that business in many lines is becoming slower, and that the profest of the rapidle argainst any subtest of the public against any subcost of the public against any substantial increase incident to the cost of living is at the present time entitled to most serious consideration. This notwithstanding the fact that all of the revenue represented in the recent increase made by the Utah Fuel company in the all entered the contraction. pany in its sale prices on certain grades of coal has been fully absorb-ed by the wage increases put into efat our various mines on Novem

"To dispute the reasonableness of our holesale prices is to dispute the rea-"To dispute the reasonableness of our wholesale prices is to dispute the reasonableness of the increases made to our workmen. The wage raises made were deemed prudent by the management, and the entire benefit has gone to our employes. The general public participates to a considerable extent in MONDAY DECEMBER 19 1910 SALT LAKE CITY UTAH



Photo by Utah Photo Materials Co NEWSIES WAITING FOR THE CHRISTMAS NEWS.

DESERET



YOUNG CAPTAINS OF INDUSTRY WITH THEIR WARES FOR READERS.

ing, impatient mass of way behind The Deseret News on Saturday afternoon, and under the surveillance of Policeman Al Parker awaited their turn for their allotment of the Christmas Edition of The News, a scene more dramatic to some of the lads than the appearance of Santa Claus himself was enacted, Many a boy went home late that night with as high as \$15 in his pocket, the result of his day's sales of the paper-a real live Christmas to himself gained

Among the lads who gathered were

by his own arduous labors.

profitable employment for the afterfor instance, presented in payment for ils paper his father's check signed in blank which the boy himself, in a most business like manner, filled out

for the number of papers booked.

Despite the fact that to accommodate the boys who swarmed around The News building an army of the regular employes of The Deseret News distributing department as well as 50 regular carriers, were kept busy the greater part of the day and some of them until 11 o'clock at night—the rousing incidents of the day passed without a hitch.

without a litteh.
Every lad had come prepared for big loads, as the papers weigh two pounds each. One boy, for instance, who had some real financiers who had learned 1 % orders (190 pounds) to fill, had per-

rying the load away; dozens brought little wagons with them; more had playmates along who for a small con-sideration had agreed to act as dray-

sideration had agreed to act as draymen; and a few of the boys had wagons with real horses to carry their orders from door to door.

For over two months past some of the boys have been getting order slips from the circulation manager of Tae Descret News; and up until the first or the year the demand will of course to a greater or less extent continue. Every nook of the city was canvassed by the independent workers and many districts several times by compating hustlers. In fact, selling The Christmas News has become a matter as important as Christmas to many a Salt Lake schoolboy.

Up to midnight Saturday, about 26,000

Bämberger line, Provo sold three times as many as last year, and an immense number went to Idaho points. Orders from Salt Lake people came in floods to send the paper to every part of the English speaking world, and the post-office force was almost swamped Saturday and Sunday in handling the bundles. The first day's sale was the largest in the 12 years since the publication of The Christmas News was inaugurated, and the way orders are still coming in, it is safe to say the lesse will be completely exhausted within the royt three days.

THE TRIBUNE'S APPRECIATION.

sued its Christmas-number; and it is a splendid one all the way through.

splendid one all the way through.

In the first place, it is printed in excellent manner—a pride to the printer proud of his art. It is also filled with information concerning the activities and the active men of the state. Figures and facts are presented with reference to railroads, horticulture, grain-raising, the postoffice, beet sugar, the salt industry, finance, insurance, industrials, fruits, the Commercial club, our skyscrapers, the hospitals, the schools, sheep and wool, the mines, the smelters, and all of the business in the state generally. It is a credit to the city, and as such will prove to be a great help to the community.

The trust of The Tribune is that The News may live to issue many more such magnificent numbers as that of last evening.

Edith Offner.
Nine bodies have been recovered, one of which has been identified as that of Charles Roberts, a clerk in

the postoffice sub-station at

plosion slightly injured several clerks and threw the mail all over the floor In the New York nursery and child's hospital ceilings were partly shaken down and the windows broken but fortunately none of the 300 children here was badly hurt.

SCENE OF EXPLOSION.

here were many working in the building at the time of the explosion ind that few of these had been ac-

ounted for.
In the Bible teachers' training school
on Lexington avenue, directly opposite
the power house, 125 men and women, ho were on their way to breakfast, ere thrown to the floor by the blast. any of the men and women were in-ing and several of them were taken in hospitals. All the windows in the hillding, were blown in and the celldamage to the power house and

The employes of the railroad have sen unable thus far definitely to as-

There were only about 12 workmen There were only about 12 workmen in the building at the time of the explosion, it is likely that the name of every one of these will be found in the list of dead or injured.

The force of the explosion being directed away from the tracks the train service in both directions went on almost without interrution. on almost without interruption.

THEORIES OF CAUSE.

The police making an investigation of the ruins are of the opinion that he explosion occurred in some gas anks which communicated, h is be-ieved, to dynamite which one of the officials of the New York Central ailroad said he understood was stored ear the power house.

near the power house.

One workman was standing on a scaffold on the top of the power house when the explosion occurred. The scaffold was wrenched from under him and as he fell he grasped a dangling rope, hanging there until rescued by firemen.

Of the 17 firemen in the fire house operationally one man was intered.

thrown from their feet and hurt. A little schoolgirl was about to enter candy store on Fifty-first street when he blast came. She was picked up the blast came. She was picked up bodily and carried through the plate

glass door of the store and dropped uninjured in front of the candy counter.

There was not a scratch on her.
There were many rescues by the police and passersby.

Fire Chief Croeker said it would be at least a day before his men could get at the bottom of the debris covering the battery room where the explosion occurred and where the bodies of five missing workmen are supposed to be. He said the explosion was caused by illuminating gas. Cornelius Vanderbitt was on the scene and made an investigation.

There are numerous theories advanced to account for the explosion of the gas. One is that a crowbar falling on the third rail caused a short clreuit and ignited some gas escaping from a tank. One workman saw smoke coming from a motor car and thought that sparks from the fire set off the

VERA MABEL GAMMON ANOTHER LAURA BRIDGEMAN

St. Paul, Minn., Dec. 19.-A bill will St. Paul, Minn., Dec. 19.—A bill will be presented to the coming legislature asking for an appropriation of \$1,000 a year to further the education of Vera Mabel Gammon, 16 years old, who has been unable to speak, hear or see since her birth

her birth.

Miss Gammon has been in the state school for the blind at Faribault only three years, yet she writes on the type-writer with skill, has a vocabulary of 2,000 words, and recently wrote an essay of 5,000 words. She makes her own clothes, threading her own needles, and is skilled in fancy work.

ILLINOIS ANTI-SALOON CAMPAIGN OPENS

Chicago, Dec. 19 .- The opening gun of the speaking campaign which is to be part of the battle of the Illinois Anti-Saloon league against the liquor inter-ests in an effort to vote saloons out of Chicago and Cook county, was fred yesterday afternoon when former Gov. Robert Glenn, of North Carolina, be-

to get the question of salcons or no salcons on the ballots will be filed in time," said J. K. Shields, superintenlent of the Anti-Saloon league, after

the meeting.
"We understand that our lists will "We understand that our lists will be attacked name by name, but under the system by which we are getting the signatures of 75,000 voters, we are able to observe every name that goes down on the lists. The question will be voted upon at the next election."

NEW CATTLE FEEDING GRAIN.

Danver, Colo., Dec. 19.—According to Prof. B. C. Buffum, formerly of the Colorado agricultural college and now in charge of an experimental farm in the Big Horn tasin in Wyoming, a new feeding grain has been developed at the Wyoming farm after four years' experimenting.

The grain, which is a cross between The grain, which is a cross between the Russian spelt and American wheat, is called ommer. It is said to be drouth resisting, adapted to irrigated or arid soil, and capable of giving a yield of from 90 to 100 bushels to the acre.

Kansas City, Mo., Dec. 19.—John T. McNamara, secretary and treasurer of

company, died last night at the home of his father in this city. He was born in Kansas City 30 years ago.

DR. WILEY TALKS.

Tells How Men Will Freeze to Death On the Equator.

Washington, Dec. 18.—Men will freeze to leath on the equator millions of years senee, according to Dr. Harvey W. Wiley, who forsook the subject of germs of food in addressing the Secular league are yesterday and discussed the question, 'Is Man Ultimately to Starve or Freeze's.

Wiley said he believed the earth Dr. Wiley said he believed the earth was slowly cooling and that the people of the distant future must freeze, though he declared for "a million years at least," humanity would not suffer from lack of food or fuel. In the frigid days that are yet to come, according to Dr. Wiley, the winds will serve as fuel.

"From my knowledge of the laws of electricity," he said, "and from practical experiments already being made, I prohesy that the currents of air which have been agents of destruction to man will yet be harnessed for his benefit. In the future the air will furnish heat, fuel

New Chief Judice of United States Supreme Court Assumes Duties.

CEREMONY WAS VERY SIMPLE

Much the Same as When Jay and Marshall Were Inducted Into Office.

Oath Taken Much Same as One That Created Such a Tempest in Reconstruction Days.

Douglass White, for 16 years an associate justice of the supreme court of the United States, became today the ninth chief justice of the nation. The simple public ceremonies of installation were held in the presence of the bench and a distinguished gathering that filled the little court room.

The oath of allegiance was adminisered by Associate Justice Harlan, just before the court took its place on the bench.

The new head of the court, obviously embarrassed, marched to his usual place on the bench in his capacity as an associate justice. As he took his seat he smiled at his

wife, who sat in a reserved seat alongside his brother, James White, of this city, and other relatives. Presiding Justice Harlan, who has

headed the tribunal since the death of Chief Justice Fuller last July, announced after orders of the day had been made public, that Justice White,

been made public, that Justice White, who had been appointed chief justice of the United States was present and ready to take the oath.

He extended the congratulations of the court to the new chief justice and directed Clerk McKinney to read his commission. This done, the presiding justice turned to his right, where sat the new chief justice and in the presence of the standing gathering administered the judicial oath.

The senior justice broved the chief justice into the chair at the head of the court, extending his personal congratulations and himself resumed his old seat at the right of the chief jus-

old seat at the right of the chief jus-

For the first time in history an associate justice has been elevated to the chief justice; in and for the first time a president and a senate of one political party has honored a member of a rival party by placing him at the head of the himsel court in the land.

Because of the overwhelming modesty of Chief Justice White, officials of the court were uncertain as to the of the court were uncertain as to the exact details of the ceremony of the day until they had actually occurred. In a general way, the broad customs attending the induction into office of the head of the court were followed.

Unlike the inauguration of a president as the head of the co-ordinate branch of the government, the induction into office of a chief justice of the United States has always been a comaratively unostentatious occasion. Inthe White House composed of gaily at-tired civic organizations and seasoned military commands, a new chief justice has only his black robed brethren on the bench in procession from the rob-ing room to the courtroom; instead of his approach being beralded by the loud huzzas of cheering thousands, the advance to power of a new chief justice is announced by nothing more than the solitary tones of the court crier; instead of an inaugural address outlining his policies the only utterance of a new chief justice is the solemn words in his eath of office.

The dignity resting in the customs founded on the swearing into office of John Jay, John Rutledge, Oliver Ellsworth and John Marshall, and perfect ed in the days of Roger B. Taney, Salmon P. Chase, Morrison R. Waite and Melville W. Fuller, was not materially disturbed today by radical innovations, The ceremonies of elevating an associate justice of the court into the chief

justiceship of the nation began in the secret confines of the court's robing room. It is here that the oath of alle-giance is administered, just before the court takes its place on the bench. The oath prepared for today's occasion. followed the form prescribed by law Edward Douglass White, do sol-

emnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic: that I will bear true faith and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion, and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God."
It was a similar oath of allegiance that created such a tempest in the court, back in reconstruction days.
Hence unusual interest was centered in its administration today to the first the fustice, who had borne arms in the cause of the confederacy by the senior associate justice of the court, Justice Harlan, who had borne arm at the same time in the cause of Doubt had existed before the cere-

monies as to whether the new chief justice would halt at the clerk's desk in the courtroom to take the oath there as most of the men who have occupied positions on the bench have done, or whether he would assume his usual lace on the bench and take the oach there as Chief Justice Chase did. Ther there as Chief Justice Chase did. There was doubt also as to whether he would hold in his hand the historic Bible that practically all the chief justices and associate justices have used in this ceremony or whether he would follow the custom of Chief Justice Chase in taking the oath on a Bible provided for

JUDICIAL OATH,

The oath which the new chief justice subscribed to in the open court is known as the judicial oath, as distinguished from the oath of allegiance. It

"I, Edward Douglass White, do solearnly swear that I will administer justice without respect to persons, and do equal right to the poor and to the rich, and that I will faithfully and impartially displayers and partially discharge and perform all the duties incumbent on me as chief justice

st and 2nd.

_ 9th, 1911.

ties, and should be fully aware that during the past several years all gea-eral expenses as well as the cost of materials and supplies, to a large operating company have very substantially increased. The company has not only had these additional burdens to hear, but has also recognized the fact that the cost of living to its employes has very materially increased, and yet during a long period no increase has been made either in the wages of the employes, or in the sale price of the company's product, and it was in order to bring about a just adaptation to these changed conditions that both the cost of coal and the wage scale were raized on Nov. 1,"

RAILROAD'S REPLY. The reply of the Denver & Rio Grande Railroad company to the com-munication of Secy. of State Tingey, demanding that the company with-draw from the alleged combination for the control of coal prices before Jan. 5, or suffer the revocation of its charter,

is as follows: December 17, 1910. Hon, C. S. Tingey, secretary of state, Salt Lake City, Utah:

Salt Lake City, Utah:

SIr—

We are in receipt of a communication from you of date Dec. 25, addressed to the Denver and Rio Grande Railroad company, wherein you notify us that written and verbal evidence has recently been submitted to you which, upon examination, satisfies you that there now exists an unlawful that there now exists an unlawful combination between certain coal producing companies, railroad companies and corporations organized for the and corporations of distributing coal, having for its purpose the regulation of the retail price of coal in the State of Utah, and especially in

Salt Lake City. You call upon the Denver and Rio You call upon the Denver and Rio Grande Railroad company to withdraw from and sever all business connections with such trust, combination or association, and to submit satisfactory evidence of the fact of such withdrawal within thirty days from the date of your notice.

We have respectfully to advise you that the Denver and Rio Grande Railroad company is not a party to any

that the Deliver that a party to any road company is not a party to any trust, combination or association of the character mentioned in your

notice.
For your information, and through For your information, and through you for the information of the public, we would say that while the Denver & Rio Grande Railroad company controls the capital stock of the Utah Fuel company, yet the affairs of that company are managed entirely by its own officers, under the direction of its separate board of directors. The traffic officers of the Railroad company are not officers of the Utah Fuel company, and have nothing whatever to do with the price of coal, or with the sale of coal.

the price of coal, or who coal.

Coal.

We have to further advise you that the rates for the transportation of coal from Utah coal mines to Salt Lake City. Ogden and other Utah points have not been advanced at any recent date. The freight rates now in force have been in effect for several years, following material reductions from rates formerly in force.

In view of the present situation, however, the railroad company has taken up the subject of a possible revision of

up the subject of a possible revision of its rates on coal, with the view, if practicable, of aiding in the reduction of the cost of coal to the consumers at Utah points, including Sait Lexa City, and after full consideration of the subject the management of the City, and after full consideration of the subject the management of the railroad company has concluded to make a material reduction in the freight rates now in force, and we are advised that the Utah Fuel company will also reduce the price of coal at its mines, so that the combined result of the reduction of coal price and of freight rates will permit coal to be placed upon the market at Salt Lake City, and at Ogden and at other Utah points at wholesale prices not exceeding those charges prior to Nov. 1.

Permit us in this connection to expection of the company of the connection to expendence of the connection of the company of the connection to expendence of the connection of the connec

Permit us in this connection to express our regret at the attacks which have been made in the last few weeks have been made in the last few weeks upon the Denver & Rio Grande Railroad company. The Railroad company has always entertained a friendly and most cordial feeling towards Salt Lake City and other cities of Utah situated on the company's line; and in all recent improvements made by the company, which are of year extensive oberpany, which are of very extensive charpany, which are of very extensive character, the people of Utah have been the principal beneficiaries. The Railrond company has caused the construction of the Western Pacific railstruction of the Western Pacific rail-wey, just completed. That railroad, with a terminal at Salt Lake City, gives Utah a new outlet direct to the Pacific coast; it opens for Utah prod-ucts markets which work as a constant ucts markets which were formerly accessible, especially in Utah and Ne-

ornpany, co-operating with the West-rn Parific, has just completed a union erect in Salt Lake City. We think it is denot in Sait Lake City. We think it is a structure of which the city, as well as the railroad companies, have reason to be product Employment of labor and purchase of materials in connection with these improvements, and the increase of production resulting from some of these improvements, have greatly contributed to the prosperity of the State of Utah in recent months. The relations between the people and the railroad company are permanent in character. The development of the state, and the prosperity of its people, are of mutual advantage. It is the desire of the railroad company to cooperate with the people in the unbuilding of the state, but it can do this successfully only by receiving such revenue from its operations as will enable it to maintain and improve its

able it to maintain and improve its service. We believe that the problems constantly arising can best be solved by fair-minded negotiations and co-operation. Very respectfully yours, THE DENVER & RIO GRANDE

COMPANY,
By H. W. CLARKE,
Second Vice President and General

UTAH FUEL COMPANY. The Utah Fuel company, in reply to the communication of the secretary of state, submitted the following: Hop. C. S. Tingey, Secretary of State

Salt Lake City, Utah; Sir-We are in recipt of your communication of Dec. 5, address to the munication of Dec. 5, address to the president and board of directors of Utah Fuel company, in which you say that there has been submitted to you writ-ten and verbal evidence, satisfying you that there exists an unlawful combination between certain coal producing companies, railroad companies and cor-porations organized for the purpose of retailing or distributing coal, having for its purpose the regulation of the retail price of coal in the State of Utah. We would respectfully advise you that the Utah Fuel company is not party to any such unlawful combination, nor a

party to any trust, combination or as sociation formed or existing for the purposes mentioned. We would further advise you that the Utah Fuel company is not engaged in the retailing of coal, but that it is a producer and wholesale dealer only. It is true that on the first of Novem-er the Utah Fuel company advanced the price at its mines of certain grades of coal. This increase of price was made by reason of a contemporaneous advance in the wages of employes, and because of increase in va-vious other elements of cost of pro-duction. Substantially all of the ad-ditional revenue derived by the com-pany from the advance in price goes

ectly to employes. stablish the former prices. It has particularly urged upon us that well-known general increase in cost of Hving is accentuated by action, and that the result is a

burden, especially on the doow of these considerations, and do not true in detailed in the cause in the made such advance reasonable in the proper, we have concluded to lake a substantial reduction in the seent price of coal at our mines, as which public announcement will be same to be effective on and

Very respectfuly yours, UTAH FILEL COMPANY. By (Signed) A. H. Cowle, vice presi-

offer the 20th day of December in-

RETAIL DEALERS' ATTITUDE. When the local coal dealers were that they had received no notice to the effect that a reduction had been made in the price of coal at the mines and a reduction in the freight rates. They all declared that there was no coal combine in Salt Lake and that when they were notified of such a re-

that they could reduce the re-

tail price of coal accordingly and maintain a reasonable margin for handling J. E. Emmert, manager of the Central Coal & Coke company, said this morning when asked in regard to the price of coal: "I have heard nothing about such a reduction. This company handles Wyoming coal exclusively, and this company is competing with other coal companies. In this market other coal companies in this market. We receive less for our coal in the Utah market now than we do in either Wyoming, where it is mined, and in Idaho, where we find a good market.

Thirty Injured in Double Explosion of Gas and Dynamite In New York.

N. Y. CENTRAL POWER HOUSE Hundreds of Windows in Big Ho-

Shattered. Numerous Theories Advanced as to

Cause of Disaster, Which

Is Unknown.

tels and Apartment Houses

New York, Dec. 19.-Thirteen persons lost their lives, 50 were injured and a thousand people badly shaken up in an explosion of car lighting gas tanks and dynamite in the new six story power station of the New York Central railroad, under course of construction at Fiftieth street and Lexington avenue today. Nine bodies have been recovered and the bodies of four workmen are believed to be in the wreckage.

A trolley car filled with a dozen high school pupils was blown from the tracks on Lexington avenue. Four passengers were killed and the others were injured. Ceilings and windows in hospitals chools and apartment houses were shattered by the explosion which caused innumerable minor hurts to workmen and people in the affected territory.

Fire Chief Crocker says that in his opinion the first explosion was that of lighting gas and the second explosion The windows of all the buildings over-looking are excavation were shattered, walls were smoke-blackoned and in-many cases were eracked. A cloud of smoke hung over the scene, bodies were scattered here and there; and there was the in-cessant elatter of ambulance gongs. The Grand Central cut, where new track

levels are being excavated, looked as it If this reduction is made in the price of Utah coal, this company will reduce its price in order to compete or we will close up the office, and pull out of the market. This company is not in any combine with any other coal company or railroad, and I want that plainly un-derstood."

Manager T. J. O'Brien of the Federal Coal company was out of the city, but none of the clerks knew anything about a reduction. The company handles Wyoming coal and the retail trade in Salt Lake is only light in comparison with the business of other companies in the city. As near as could be learned, the Federal Coal company intends to remain in the Utah market and will meet any reduction.

E. H. O'Brien of the Citizens' Coal

company declared that he knew nothing of a reduction in the price of coal. If the price at the mine was reduced and the freight rates also cut down, he said that the retail price of coal would drop the same amount. Robert Marsh, manager of the M. & M. Coal company said this morning that he knew nothing about the reduction. "For several years," he said, "the rate on coal and the prices at the mine has caused considerable agitation in Utah I hope it will be settled before long, for there is very little money made in the coal business under the present condi-

John Critchlow, manager of the Western Fuel company, declared that he knew nothing about the reduction in the price of coal.

a battle had been fought in it. The railroad service was only temporarily interrupted. The new substation power house, where the explosion occurred, is at Flitteth street and Lexington avenue, which is half a dozen blocks north of the Grand Central station. The following is a partial list of the dead: THE DEAD.

Mary B. Hope, 104 East Fortleth Thomas Stagg, a watchman in the

ower house.

James Ryan, clerk.

Patrick Jordan, track foreman.

C. McMorrow, address unknown.

E. B. Livermore, N. Y. Central inpector of Pullman cars.
William Poetche.

hat of Charles Roberts, a clerk in he Adams Express company.

The explosion, which could be heard for many blocks, partly wrecked the ire engine house nearby and prevented the firemen from getting their apparatus into the street. Monsignors a Pette and Hayes and Fathers of St. Patrick's cathedral, hurried to he seene and administered the last rites of the church to the seriously njured.

The power house, which is built of may probably never be known. For-tunately for the thousands of com-muters on the New York Central lines, the force of the dynamite blasts was directed in an opposite direction from the railroad tracks, otherwise the aded incoming trains might have

Officials of the railroad learned that

been unable thus far definitely to assign the cause of the explosion but it is believed as larve equantity of dynamite stored in magazines close to the substation was responsible for the greater part of the damage.

The krunt of the explosion was taken by the portion of the building known as the battery rooms, which were completely wrecked. The walls of the building for the most part stood, but the partitions and woodwork within the building were demolished.

posite only one man was injured, though in adjoining buildings scores